

SHIPPING NEWS FROM ALL PARTS OF THE WORLD

BOARD WILL FIGHT FOR SALE OF SHIPS

MANCUSO ANSWERS WADHAM'S ATTACK

Magistrate Insists He Protects Women's Rights.

Chairman Payne to Ask Early Hearing on Appeal From Injunction.

DEMANDS HEARST BOND

Asserts Government Must Spend \$15,000 Every Day

Vessels Are Tied Up.

Refer to THE SUN AND NEW YORK HERALD.

WASHINGTON, Feb. 19.—The Government will contest the injunction granted today in the District of Columbia Supreme Court which prevents the Shipping Board from sale of German ships.

Judge John Barton Payne, chairman of the board, announced he would recommend to the Department of Justice that an appeal be prosecuted at once and an early hearing had. He also will recommend that the court be asked to compel William R. Hearst to put up bond to secure the Government against a loss of \$15,000 a day accruing for all time that vessels are tied up in American harbors.

Chairman Payne said the complainant against the Government should be required to give a bond to pay not only the actual expenses of damage but also to prevent failure to sell the ships. The \$15,000 figure was named as the actual cost of caring for the vessels in harbor.

Announcement of the decision by the District Supreme Court to-day came as a surprise. It was not expected until tomorrow. Justice Balley held that after reading the law he was convinced that it did not show any intent by Congress to give authority to sell the ships.

The two sides were in agreement with the Justice to-morrow on the subject of the bond to be put up by Mr. Hearst, the complainant.

Bids amounting to \$650,000 were received by the Shipping Board for seven former German passenger ships more than twenty years old that the board had listed as "values." Commissioner Raymond E. Stevens, who headed the board, testified to-day before the Senate committee investigating the proposed sale of the U.S.A. Mr. Stevens explained that the board's policy was to charge off 5 per cent. a year for depreciation and that the board, therefore, had held those worthies twenty years old or more were worthless. As a matter of fact, he said, the seven ships referred to were easily worth \$10,000,000.

The value of the thirty German ships offered for sale was two to three times the amount of the bids received. Mr. Stevens said their real value being between \$60,000,000 and \$70,000,000.

The fundamental question involved in the sale of the ships, Mr. Stevens said, was whether they could be operated as cheap under the American flag as are foreign ships.

The only way we can find that out is for the Shipping Board to submit the ships and operate them for a while," he said. "To sell the ships to American concerns for the amounts offered would be to give an indirect subsidy of millions of dollars, and if the same policy were followed with the cargo ships there probably would reach billions."

John D. York, a marine engineer of Chicago, contended that the Leviathan, largest of the fleet, could be reconditioned for passenger service only in the yard where she was built in Germany, while R. L. Hague, engineer for the board, said the work could be done in American yards.

GOAT SKIN CLOTHING ENTERS LISTS HERE

Spaniards Would Make Robinson Crusoe Attire Stylish.

The primitive clothing of Robinson Crusoe, who in rhyme tradition "made him a coat of an old billy goat," will be introduced into America in modern guise that may be deemed to be fashionable, according to Benito de Valencia and Joaquin Hernandez, who arrived yesterday from Spain by the Royal Spanish Mail steamship C. Lopez y Lopez. They represent Spanish manufacturers of goatskin clothing and will establish branches of the business here.

Some of the skins bear fine fur. Mr. Hernandez said, and certain grades are turned into men's clothing and women's dresses. He will hold exhibitions in several of the large cities, in which Spanish girls will display the beauty of the goatskin apparel.

Many of the goat breeders were formerly grape growers and gave up the latter business because of the decreased world consumption of wine.

REDUCING OFFICERS' GRADES

War Department Announces Demotion Policy.

WASHINGTON, Feb. 19.—In response to a resolution regarding the War Department's demotion policy Secretary Baker informed the Senate to-day that its plan was "to deprive officers of what they became entitled to in their temporary grades." On November 11, 1918, about 7,600 regular officers were holding advanced grades, but this has been reduced to about 3,000, with demotion continuing, the Secretary said.

The resolution asked for a list of officers demoted and other information, but Secretary Baker said this would require four months' work and cost \$10,000.

Equitable Assurance Shows Gain.

The sixtieth annual statement of the Equitable Life Assurance Society shows outstanding insurance on December 31, 1918, to be \$2,279,000, of which \$454,320,000 is new insurance during the year. Payments to policy holders and beneficiaries and other expenses and other charges totalled \$73,800,000. The average policy issued was \$2,229 against \$2,743 in 1918. A notable increase was shown in group insurance, this amount being \$75,572,000 of the year's total.

EUROPE.

Switzerland Make it your headquarters while in Europe.

SOCIAL AGENCY OF SWISS FEDERAL RAILROADS

241 Fifth Avenue, New York

French factory making boards for wreaths and embroideries in full swing wants big capital to extend business and, if possible, build another factory in America. Write LA COSTE & CO., 130 Avenue de la Republique, Paris.

ENGINEERS DISCUSS SUPERPOWER PLAN

Electricification of All Railroads in East Proposed.

The benefits to be derived by the railroads, industry and the public in general through adoption of the "superpower" plan were discussed yesterday at the eighth midwinter convention of the American Institute of Electrical Engineers in the Engineering Societies Building, 33 West Thirty-third street.

Under the "superpower" plan, for an investigation of which a Congressional appropriation of \$250,000 is asked, every railroad of the North Atlantic seaboard would be electrified and all of the industries in the section would receive their power from a system of powerhouses stretching from Boston to Washington.

The windbreak breaking was done by the midwinter meeting of A. M. yesterday. Tenants of the neighborhood said there seemed to be a gang of men flinging rocks and paving blocks. The police say the party was staged by a number of striking glaziers.

DID NOT PROFITEER IN BACON

Leavitt Cleared by Jury in \$700,000 Speculation Deal.

Ten minutes' deliberation was sufficient for a jury in the Federal Court before Judge Chadwick, Brooklyn, last night, to decide that Louis Leavitt, white lead manufacturer of that borough, was innocent of the charge of profiteering in bacon.

W. S. Murray, consulting engineer, said a great part of the generating machinery now in use could be used. It would be necessary, however, to install new machinery to the capacity of 2,700,000 kilowatts, which would cost with 2,100,000 kw. of high tension transmission, he figures, would cost \$412,800,000. Electrification of the railroads would cost, he said, about \$673,000,000 and the industrial rearrangement would cost another \$125,000,000. The total outlay would be \$1,240,800,000.

Mother and Daughter Dead.

Illuminating gas caused the deaths last night of Mrs. Amanda Thiel, 31, and her daughter, Miss Jessie Tullis, 51, of Prospect place, Brooklyn. Their bodies were found in the dining room of their home by Miss Mary Tullis, the aged woman's younger daughter.

NOTICE TO MARINERS.

THE SUN AND THE NEW YORK HERALD'S Ship News Office is adjacent to the Barge Office at the Battery. Telephone 1572—Broad.

CLOSING OF MAIIS.

Transatlantic Mails.

SATURDAY, FEB. 21.

Europe, Africa and West Asia (N.Y.), str Belge.

America, Australia, South Africa, etc.

Dutch and French Guiana via Paramaribo, str Staatsv. (N.Y.) 8 AM (20 P.M.).

Great Britain, Ireland, and Netherlands, Hispaniola, Central America, Peruvia, Madera, and Cape Verde Islands (other countries), also part of mail route to Brazil, str Rio Grande (N.Y.) 8 AM (20 P.M.).

Argentina, Uruguay and Paraguay, str Rio Amazonas, str Orizaba, 8:30 AM.

Transpacifc Mails.

Closes at New York at 6 PM follows:

Hawaii, San Francisco, str Macon, Feb. 21.

Japan, Core, China, Siam, Siberia, Korea, Manchuria, str Siberia Maru, Feb. 21.

Panama Canal, str Siberia Maru, Feb. 21.

Panama, Parahyba, Nasa, Bala, Seripe, Santos and Rio Grande do Sul, str Swinburne, Argentina, Uruguay and Paraguay, str Rio Amazonas, 8 AM.

Peru, Ecuador, str Santa Ana, 8 AM.

Porto Rico, St. Thomas, St. Croix, La Romana, Pedro de Marcos and San Domingo City, str Capitania (N.Y.) 8 AM (20 P.M.).

Argentina, Uruguay and Paraguay, str Rio Amazonas, 8 AM.

Transatlantic Mails.

SATURDAY, FEB. 21.

Yugoslavia, Greece, and other parts of Europe, str Esperanza, 8:30 AM.

Haiti (except Cape Haytien) and Porto de Paris, Canal Zape, Panama, Salvador (printed in Portuguese), str Antigua, 8 AM.

Denmark, Germany, Lithuania and Russia, also part test mails for Sweden and Denmark, str Oscar II, 8:30 AM (20 P.M.).

Portugal and Spain; also parcel post mails for Gibraltar, str Schobaria, 10 AM.

Norway, also parcel post, str Stavanger, 8:30 AM (20 P.M.).

Sweden, Denmark, Germany, Lithuania and Russia, also part test mails for Sweden and Denmark, str Oscar II, 8:30 AM (20 P.M.).

Portugal and Spain; also parcel post mails for Gibraltar, str Schobaria, 10 AM.

Malta for South and Central America, West Indies, &c.

SATURDAY, FEB. 21.

Yugoslavia, Greece, and other parts of Europe, str Esperanza, 8:30 AM.

Haiti (except Cape Haytien) and Porto de Paris, Canal Zape, Panama, Salvador (printed in Portuguese), str Antigua, 8 AM.

Denmark, Germany, Lithuania and Russia, also part test mails for Sweden and Denmark, str Oscar II, 8:30 AM (20 P.M.).

Portugal and Spain; also parcel post mails for Gibraltar, str Schobaria, 10 AM.

Malta for South and Central America, West Indies, &c.

SATURDAY, FEB. 21.

Yugoslavia, Greece, and other parts of Europe, str Esperanza, 8:30 AM.

Haiti (except Cape Haytien) and Porto de Paris, Canal Zape, Panama, Salvador (printed in Portuguese), str Antigua, 8 AM.

Denmark, Germany, Lithuania and Russia, also part test mails for Sweden and Denmark, str Oscar II, 8:30 AM (20 P.M.).

Portugal and Spain; also parcel post mails for Gibraltar, str Schobaria, 10 AM.

Malta for South and Central America, West Indies, &c.

SATURDAY, FEB. 21.

Yugoslavia, Greece, and other parts of Europe, str Esperanza, 8:30 AM.

Haiti (except Cape Haytien) and Porto de Paris, Canal Zape, Panama, Salvador (printed in Portuguese), str Antigua, 8 AM.

Denmark, Germany, Lithuania and Russia, also part test mails for Sweden and Denmark, str Oscar II, 8:30 AM (20 P.M.).

Portugal and Spain; also parcel post mails for Gibraltar, str Schobaria, 10 AM.

Malta for South and Central America, West Indies, &c.

SATURDAY, FEB. 21.

Yugoslavia, Greece, and other parts of Europe, str Esperanza, 8:30 AM.

Haiti (except Cape Haytien) and Porto de Paris, Canal Zape, Panama, Salvador (printed in Portuguese), str Antigua, 8 AM.

Denmark, Germany, Lithuania and Russia, also part test mails for Sweden and Denmark, str Oscar II, 8:30 AM (20 P.M.).

Portugal and Spain; also parcel post mails for Gibraltar, str Schobaria, 10 AM.

Malta for South and Central America, West Indies, &c.

SATURDAY, FEB. 21.

Yugoslavia, Greece, and other parts of Europe, str Esperanza, 8:30 AM.

Haiti (except Cape Haytien) and Porto de Paris, Canal Zape, Panama, Salvador (printed in Portuguese), str Antigua, 8 AM.

Denmark, Germany, Lithuania and Russia, also part test mails for Sweden and Denmark, str Oscar II, 8:30 AM (20 P.M.).

Portugal and Spain; also parcel post mails for Gibraltar, str Schobaria, 10 AM.

Malta for South and Central America, West Indies, &c.

SATURDAY, FEB. 21.

Yugoslavia, Greece, and other parts of Europe, str Esperanza, 8:30 AM.

Haiti (except Cape Haytien) and Porto de Paris, Canal Zape, Panama, Salvador (printed in Portuguese), str Antigua, 8 AM.

Denmark, Germany, Lithuania and Russia, also part test mails for Sweden and Denmark, str Oscar II, 8:30 AM (20 P.M.).

Portugal and Spain; also parcel post mails for Gibraltar, str Schobaria, 10 AM.

Malta for South and Central America, West Indies, &c.

SATURDAY, FEB. 21.

Yugoslavia, Greece, and other parts of Europe, str Esperanza, 8:30 AM.

Haiti (except Cape Haytien) and Porto de Paris, Canal Zape, Panama, Salvador (printed in Portuguese), str Antigua, 8 AM.

Denmark, Germany, Lithuania and Russia, also part test mails for Sweden and Denmark, str Oscar II, 8:30 AM (20 P.M.).

Portugal and Spain; also parcel post mails for Gibraltar, str Schobaria, 10 AM.

Malta for South and Central America, West Indies, &c.

SATURDAY, FEB. 21.

Yugoslavia, Greece, and other parts of Europe, str Esperanza, 8:30 AM.

Haiti (except Cape Haytien) and Porto de Paris, Canal Zape, Panama, Salvador (printed in Portuguese), str Antigua, 8 AM.

Denmark, Germany, Lithuania and Russia, also part test mails for Sweden and Denmark, str Oscar II, 8:30 AM (20 P.M.).

Portugal and Spain; also parcel post mails for Gibraltar, str Schobaria, 10 AM.

Malta for South and Central America, West Indies, &c.

SATURDAY, FEB. 21.

Y